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*Reports from Santiago, Guantanamo, Manzanillo, and Daiquiri.*SANTIAGO DE CUBA, *November 29, 1899.*

SIR: I have the honor to make the following report of the sanitary condition of the fourth district of the island of Cuba for the week ended November 25:

Santiago.—During this week there was a total of 21 deaths, a decrease of 5 from the preceding week. The following are the principal causes of death: Tuberculosis, 3; tetanus, 1; malarial fevers, 5; intestinal diseases, 3; heart disease, 4; other causes, 5; total, 21. Population, 34,000; mortality, 32.12 per thousand. No new cases of yellow fever have been reported.

Guantanamo.—During this period there was a total of 10 deaths, the following being the principal causes: Heart disease, 2; enteritis, 2; malarial fevers, 2; other causes, 4; total, 10. Six vessels were inspected on arrival and bills of health were issued to 3.

Manzanillo.—Five deaths were recorded in this city, the following being the causes: Malarial fevers, 3; dysentery, 1; senility, 1. Nothing else of interest reported.

Daiquiri.—No report.

Respectfully,

HERMAN B. PARKER,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

DOMINION OF CANADA.

*Smallpox in the province of Quebec.*MONTREAL, *December 4, 1899.*

The present status of the smallpox outbreak in this province is as follows:

Municipality.	County.	Population.	Date of outbreak.	New cases since last report. (a)	Total cases since outbreak.	Died.	Recovered.	Still sick.	Houses infected since outbreak.	Houses still infected.
St. Philippe de Néri.....	Kamouraska	1,049	Aug. 18	0	2	0	2	0	1	0
Mont-Carmel.....	do.....	1,075	Sept 5	40	157	0	102	55	45	29
St. Paschal.....	do.....	3,109	Oct. 15	5	20	0	11	9	5	3
Ste. Hélène.....	do.....	1,518	Nov. 15	2	3	0	1	2	1	1
St. Germain.....	do.....	800 (?)do.....	16	18	0	10	8	2	2

a Date of last report, November 27.

Respectfully,

ELZÉAR PELLETIER,
Secretary Board of Health of the Province of Quebec.

ENGLAND.

*Inspection of emigrants for the United States.*LIVERPOOL, *November 29, 1899.*

SIR: Having arrived here the night of the 24th instant, in obedience to Bureau orders of the 6th instant, directing me to proceed to the port of Cadiz, Spain, for the purpose of enforcing the regulations of the

Treasury Department, relating to immigration and quarantine which are provided to be observed at foreign ports by vessels bound for the United States, Cuba, and Porto Rico; and supplementary orders of the 14th instant, directing my itinerary, by way of Liverpool, London, Southampton, Marseilles, Barcelona, and Madrid, to witness the mode of handling emigrants at these ports, and to ascertain, if possible, the danger and degree thereof, if any, of the introduction of quarantinable diseases into the United States, through the agency of this traffic, I have the honor to submit the following report upon my observations made at Liverpool:

The day subsequent to reaching this city I called upon the United States consul, Mr. James Boyle, who, as also the vice-consul, Mr. Sulis, rendered me every assistance desired for facilitating the object of my mission. To these gentlemen, as also to Dr. Ryder of the Agricultural Department, and the officials of the various trans-Atlantic steamship lines, I am indebted for courtesies extended during my sojourn here.

At present 5 steamship lines carry on the passenger traffic between Liverpool and ports of the United States. A number of steamers, of two of these lines, have recently been withdrawn from this service owing to their having been subsidized by the British Government for the transportation of troops and supplies to South Africa. The Cunard Line and the White Star Line have one sailing, each, weekly for New York, as has also the American Line for Philadelphia. The Dominion Line sails fortnightly for Boston, and the Allan Line for Halifax and Portland semimonthly, in rotation, during the winter season, and to Quebec and Montreal in the summer. Messrs. Elder, Demster & Co. also contemplate, it is understood, the establishment of a line between here and Halifax.

The bulk of the emigrant traffic is transacted in the spring, summer, and early autumn months, with a decided falling off in the amount of business during the winter season. Quoting from the passenger statistics of this port, from January 1 to September 7 of the current calendar year the total number of second-cabin passengers handled was 12,165, and of steerage, 50,588. Of the latter, up to August 1, 6,188 were from the Scandinavian peninsula, 130 from Spain and Portugal, 788 Russian Jews, and 3,486 Finns. A large percentage of the total number were those returning to the United States.

Hull is the chief point of entry for the Islands, for those bound for Liverpool, while Grimsby and Newcastle receive a portion of them. The Russian Jews and those from Spain and Portugal come principally by the way of Bremen and from thence into the Islands through Hull. A small number reach here by the way of London, but in all cases they are sent direct from the place of booking through to the hotels or "boarding houses" maintained for them in Liverpool by the respective steamship lines, and arrive here as late as possible before the date of sailing of their steamers for the States. A number of these hotels were visited, and they elicited much surprise on my part on account of the cleanly and superior manner in which they are maintained.

On the Russo-German frontier there are established, in connection with the North German Lloyd Steamship Company, a number of "control stations," for emigrants from Russia, where disinfection of baggage, etc., may be performed. The British steamship lines (island lines) state that the privileges of these stations have been extended to them, although a circular letter claims that only the North German Lloyd Line and the other direct Continental lines can receive their benefit. These stations are in charge of physicians appointed by the German Government, but

I regret to have to state I could learn nothing further as to their scope of usefulness or degree of efficiency,

In the main, the steamship lines plying from this port rely upon these control stations to eliminate diseases and infection appearing in emigrants and baggage coming from Russia. I was further informed that the United States consul at Bremen exercises, in his discretion, some supervision over emigrants from Spanish ports and subjects them to detention and disinfection of effects when believed to be from an infected locality.

A number of the steamship lines, in addition to the ships' surgeons, maintain physicians in this city whose duty it is to visit the hotels when the emigrants arrive and subject them to inspection, while others summon only the ship's doctor to the hotels in case of illness among the inmates. The following is about the method of handling emigrants at this port at the time of embarkation:

In some cases the ship's surgeon makes a hurried inspection at the gang plank as the passengers come on board; following this is another inspection of the second cabin and steerage passengers, and the crew, by members of the Board of Trade, one or more of which number is a physician. Neither of the inspections witnessed, namely, the steamship *Umbria* for New York, and the steamship *Numidian* for Portland, were considered efficient, and in case of the latter vessel it was partly conducted after dark, by the aid of lighted lanterns. Neither is the method of inspecting and certifying baggage and effects what it seems it should be. The consul frankly informed me that he had chiefly to rely on the steamship people for information concerning the condition of emigrants and their effects.

In the absence of any threatened danger, the present methods in vogue here of handling emigrants would seem to suffice, but in case of further dissemination of plague in Russia, or the embarkation of passengers from Portugal through Spanish ports, there is danger, and no small degree of it, of the introduction of plague into the United States through this channel.

Another probable source of danger to which I desire to invite your attention is the large shipments of wool from Kurrachee, India, through this port to the United States. This wool is collected from Afghanistan southward, how far I was unable to learn, and is baled at Kurrachee, where, by referring to the PUBLIC HEALTH REPORTS, it is noted that 5 deaths from plague were reported as late as September 23. The present restrictions on this article are thirty days detention in the warehouses here previous to reshipment to the United States. Indeed it would seem that this source is the most dangerous at present.

A local bacteriologist, recently returned from Bombay, where he had conducted experiments with the *bacillus pestis*, holds that this organism would not continue long viable on this fomites, if unpacked from the bales and exposed, but in absence of any actual proofs, outside of the laboratory, in this direction, his opinion can not be entertained for practical purposes.

I would recommend, therefore, that a commissioned officer of the Service be stationed at this port.

I have been detained here longer than was contemplated by the Bureau, and by myself upon arrival, but all the time so spent was necessary for making observations and collecting information pertinent to this report.

I depart to-day for London.

Respectfully,

J. A. NYDEGGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL, *U. S. Marine-Hospital Service.*